

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/2036

Ward: Seven Sisters

Address: Land rear of Plevna Crescent N15 6DW

Proposal: Erection of 72 residential units in four buildings ranging from 5 - 6 storeys, comprising of 20 x 1 bed flats, 34 x 2 bed flats, 14 x 3 bed flats and 4 x 4 bed flats; including 29 parking spaces at semi-basement level, 130 bicycle spaces and associated infrastructure and landscaping scheme together with the regeneration and enhancement of the existing ecological corridor

Applicant: Mr M. Schwimmer

Ownership: Private

Case Officer Contact: Wendy Robinson

Site Visit Date: 01/08/17

Date received: 26/06/2017 **Last amended date:** 03/10/2017

Drawing number of plans:

Plans:

210_PLN_001 RevA, 210_PLN_010 RevA, 210_PLN_030 RevA, 210_PLN_031 RevA, 210_PLN_100 RevA, 210_PLN_101 RevA, 210_PLN_200 RevA – 210_PLN_206 RevA inclusive, 210_PLN_210 RevA, 210_PLN_220 RevA – 210_PLN_226 RevA inclusive, 210_PLN_230 RevA – 210_PLN_236 RevA inclusive, 210_PLN_240 RevA, 210_PLN_300 RevA – 210_PLN_303 RevA inclusive, 210_PLN_305 RevA, 210_PLN_306 RevA, 210_PLN_310 RevA, 210_PLN_311 RevA, 210_PLN_350 RevA, 210_PLN_351 RevA, 210_SCH_900_170620_Capacity Schedule

Supporting documents:

Construction Management Plan by Paul Mews Associates and dated June 2017, Delivery and Service Management Plan by Paul Mews Associates and dated June 2017, Design and Access Statement by Ayre Chamberlain Gaunt and dated 20.06.17, Energy and Sustainability Strategy by Method LLP and dated May 2017, Preliminary Thermal Comfort Analysis by Method LLP and dated May 2017, Briefing Note: Autumn 2013 Bat Surveys, Environmental Noise Survey and Noise Impact Assessment Report by Hann Tucker Associates and dated May 2017, Train Induced Noise and Vibration Assessment Report by Hann Tucker Associates and dated March 2017, Consultation Statement by The Chine Consultancy Advice Ltd and dated June 2017, Daylight and Sunlight Report by Waldrams and dated May 2017, Specification for Soft Landscape Works and Management Plan by Open Spaces and dated June 2017, Preliminary Ecological Appraisal by Open Spaces and dated June

2017, Strategy for Play by Open Spaces and dated May 2017, Arboricultural Impact Assessment by Open Spaces and dated May 2017, Landscape and Ecological Enhancements with associated drawings by Open Spaces and dated June 2017, Transport Statement by Paul Mew Associates and dated June 2017, Planning Statement by D. Rose Planning LLP and dated June 2017, Preliminary Ground Level Bat Roost Assessment of Trees and Bat Activity Surveys by Middlemarch Environmental and dated June 2017, Flood Risk Assessment Rev B by JNP Group and dated May 2017, Technical Note subject 'Overheating Strategy: Response to Planning Officer' by Method LLP and dated 18/08/17, Air Quality Assessment by Waterman Infrastructure and Environmental Ltd and dated September 2017, Outline Fire Safety Strategy by International Fire Consultants Ltd and dated September 2017, Cladding Supporting Statement prepared by Ayre Chamberlain Gaunt and dated 03/10/17

- 1.1. This application is before at Planning Sub-Committee because it is a major development and is required to be reported to the Sub-Committee under the Council's constitution.

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development is acceptable in principle as the biodiversity of the site will be enhanced as a result of the proposed works to the ecological areas and the windfall provision of housing;
- The development includes a viable provision of affordable housing (20% HR with five affordable rented units and six shared ownership units) which is a level of provision supported by a viability report and independent assessment;
- The development would be of a high quality contemporary design that respects the character of the ecological area and overall local built environment;
- The development would provide high quality living accommodation for residents; including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space, and additional formal and informal play space;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide an adequate number of parking spaces given the site's excellent access to public transport, in addition to the provision of sustainable transport initiatives including cycle parking, appropriate travel plans, and electric charging facilities, which will be secured by condition and section 106 legal agreement;
- The ecology of this development site will be managed and enriched to appropriately relate to the site's ecological areas and improve the biodiversity of the wider area. There will be acceptable levels of tree replacements following the removal of the low quality trees. Tree protection works are proposed to mitigate damage during the construction period.
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as the green roofs and solar panels, combined heat and power, management of

overheating, and ultimately through a financial contribution towards carbon off-setting. Sustainable drainage systems would be provided to minimise surface water run-off;

- The application is acceptable for all other reasons as described below.

3. RECOMMENDATION

- 3.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 3.2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 3.3. That the section 106 legal agreement referred to in resolution (3.1) above is to be completed no later than 11th November 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 3.4. That, following completion of the agreement(s) referred to in resolution (3.1) within the time period provided for in resolution (3.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with revised plans
- 3) Materials to be approved
- 4) Revised Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- 5) Homes for Haringey access and highways improvement
- 6) Site parking management plan
- 7) Cycle parking design
- 8) Electric charging facilities
- 9) Waste management
- 10) Network Rail
- 11) Piling method statement
- 12) Construction hours
- 13) Tree protection fencing and ground protection
- 14) Bat and bird boxes
- 15) Construction environmental management plan
- 16) Living roof details to be approved
- 17) External lighting
- 18) Drainage details

- 19) Combustion and energy plan
- 20) Chimneys
- 21) Contamination 1
- 22) Contamination 2
- 23) Non-road mobile machinery
- 24) Non-road mobile machinery inventory
- 25) Secured by Design certification
- 26) Confirmation of achieving energy efficiency standards and carbon reduction targets
- 27) CHP and boiler facility
- 28) Back-up boilers
- 29) PV Solar Panels
- 30) Home Quality
- 31) Overheating
- 32) Accessible dwellings
- 33) Wheelchair unit provision
- 34) Central satellite dish
- 35) Sound insulation
- 36) Retention of architect

Informatives

- 1) Section 106 legal agreement
- 2) Positive and proactive
- 3) CIL liable
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Surface water drainage
- 8) Thames water
- 9) Groundwater
- 10) Minimum pressure

Section 106 Heads of Terms:

- 1) Affordable Housing – **20% (six intermediate shared ownership units, five affordable rent units, and a total of 35 habitable rooms)**. The nominated units are to be agreed between the RP and Council.
- 2) Viability review mechanism should the proposal not be implemented within **18 months** of the date of decision.
- 3) Viability review mechanism at the point of sale/rent of 75% of the private market units.
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street residential parking permits within any current or future Controlled Parking Zone (CPZ) to future occupiers of the land. The developer must contribute a sum of **£2000 (two thousand pounds)** towards the amendment of the TMO.

- 5) A residential travel plan need to include the following measures to be included in order to maximise the use of public transport:
 - a. The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives.
 - b. Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.
 - c. Establishment or operate a car club scheme, which includes two years' free membership for all new residents and **£50.00 (fifty pounds in credit)** per year for the first 2 years.
 - d. Erection of Travel Information Terminals at strategic points within the development.
 - e. The developers are required to pay a sum of, **£3,000 (three thousand pounds)** per travel plan for monitoring of the travel plan initiatives.
- 6) Developer financial contribution of **£25,000 (twenty-five thousand pounds)** towards CPZ design and consultation for the roads to the south of the site which are currently suffering from high car parking pressures.
- 7) Participation in the Jobs for Haringey Initiative to provide:
 - a. Not less than 20% of the onsite workforce employed during the construction of the Development to comprise of the residents of the London Borough of Haringey;
 - b. That 20% of these local workforce shall undertake appropriate training;
 - c. To assist local suppliers and businesses to tender for works as appropriate;
 - d. To provide the Council with information to enable the effective implementation of the above;
 - e. All the above are to be followed unless practical considerations dictate otherwise
- 8) Developer financial contribution of **£109, 836 (one hundred and nine thousand, eight hundred and thirty six pounds)** toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.
- 9) Considerate Contractors Scheme
- 10) Transfer the ecological land to separate ownership of an Educational Trust or Other Appropriate Trust and enter into a Deed of Covenant with that Education Trust or Other Appropriate Trust in a form to be agreed and approved by the Council covenanting to meet any management costs, relating to the management of the ecological land, with such fees to be agreed on an annual basis to be determined by an independent surveyor and reviewed every 5 years. A SINC review will be carried out by an independent third party to produce an evidence base for the grading of the improved space and provided to Council with the first 5 year review from above.

- 3.5. In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 3.6. That, in the absence of the agreement referred to in resolution (3.1) above being completed within the time period provided for in resolution (3.3) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing the provision of onsite affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
 2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, Policy 7.9 of the Local Plan 2017, Policy DM31 of the Development Management DPD.
 3. The proposed development, in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policies SP8 and SP9 of the Local Plan 2017.
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.
 5. The proposed development, in the absence of a legal agreement to establish the means to restore, preserve, and manage the ecological area that forms part of this site, is unacceptable development on this SINC and ecological corridor. As such, the proposal would be contrary to Policy SP13 of the Local Plan 2017 and Policy DM9 of the Development Management DPD.
- 3.7. In the event that the Planning Application is refused for the reasons set out in resolution (3.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and

- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (2) above to secure the obligations specified therein.

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4. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

4.1. The development can be summarised as follows:

- Erection of four buildings – two buildings are five storeys with a slightly smaller footprint (Building A and D at either end) and two buildings are six storeys with larger footprint (Building B and C the central pair);
- Provision of 72 residential units comprising of 20 x 1 bed flats, 34 x 2 bed flats, 14 x 3 bed flats and 4 x 4 bed flats;
- A ground floor 'plinth' level for general circulation and access, and a semi-basement underneath the eastern half of the development;
- 29 parking spaces at semi-basement level with three spaces laid out for disabled parking and provision for electric parking;
- 128 long stay cycle spaces provided within the core of each building or within the semi-basement and two short-stay secure and sheltered cycle parking spaces;
- Refuse and recycling storage within the semi-basement for Buildings B, C and D with Building A using a separate storage facility near the pedestrian entrance from Plevna Crescent. Servicing of waste collection will be managed to ensure waste is moved to the temporary collection location at ground level via the service lift and moved to the road for collection from Building A's storage area;
- Each flat is to be dual aspect and benefits from its own balcony or terrace;
- A designated children's play area (intended for under 5 year olds) and two door-step play informal areas (intended for between 5 and 12);
- Use of green roofs and installation of solar panels for each unit;
- Landscaping of the development site utilising the varying site levels;
- Regeneration and enhancement of the existing ecological area. Including the establishing an Educational Trust or Other Appropriate Trust who will be transferred the ownership of the ecological area and financially supported by the development; and
- 20% of affordable housing with five affordable rented units and six shared ownership units.

Site and surroundings

- 4.2. The site is currently derelict land, which was formerly owned by Network Rail. The embankment supports sycamore woodland with areas of rough grassland, tall herbs and scrub. There are two access points with the southernmost part of the site being a vehicular access between No.s 58 and 60 Plevna Crescent and also a pedestrian access between No.s 30 and 32 Plevna Crescent.
- 4.3. The site is designated in the Council's Local Plan as a Site of Importance for Nature Conservation (SINC), is identified as 'Borough Grade II Importance' in the Council's Local Plan and ecological corridor. The site does not fall within a

conservation area and there are no listed buildings on or within the vicinity of the site.

- 4.4. There is a variation of site levels with three embankments bounding the broadly triangular site, including the two active railway line banks. The remaining site falls significantly to the lowest point near the junction of the two railway lines. There is a culverted waterway (Stonebridge Brook) that passes in and out again at the lowest point of the site and this is currently a Thames Water public sewer.
- 4.5. The surrounding streets are predominantly residential in character with building heights typically ranging between two and three storeys and a number of residential towers up to 17 storeys. The land to the north is known as the Gourley Triangle and is characterised by industrial and warehouse employment uses but has been identified for higher density mixed use development.
- 4.6. The site is located in an area with a high public transport accessibility level - PTAL (5 and 6a) and is within walking distance of Seven Sisters underground and South Tottenham over ground rail station. The railway line runs east and west of the Liverpool Street/Enfield line that runs from Seven Sisters tube and to the south of the Gospel Oak/Barking line that runs from South Tottenham.

Relevant Planning and Enforcement history

- 4.7. HGY/2013/2377 refused permission 14/02/14 Land at Plevna Crescent & Ermine Road Erection of 95 residential units ranging from 3 to 5 storeys in height (Plevna Crescent - 42 units comprising of 3 x 2 bed 3 person flats: 30 x 2 bed 3 person flats: 9 x 3 bed 5 person houses) and (Ermine Road - 53 units comprising of 17 x 2 bed 3 person flats: 36 x 2 bed 4 person flats), including 27 parking spaces at Plevna Crescent, 28 parking spaces at Ermine Road plus two disabled parking bays, 104 bicycle spaces and associated infrastructure and landscaping scheme together with the regeneration and enhancement of the existing ecological corridor. Outline application with some matters reserved.
- 4.8. The applicant subsequently lodged an appeal with the Planning Inspectorate (PINs reference APP/Y5420/A/14/2218892) against the council's decision to refuse planning permission. Following a public inquiry, PINs issued a 'split' decision, upholding (allowing) the appeal for part of the development on Plevna Crescent to provide up to 42 residential units and dismissing (refusing) part of the development on Ermine Road for up to 53 dwellings.
- 4.9. HGY/2012/2241 refused permission 05/02/13 Land at Plevna Crescent and Ermine Rd Erection of 158 residential (1-3 bedroom) flats and terraced housing (3 bedroom), together with the regeneration and enhancement of an existing ecological corridor, and landscaping scheme with disabled parking and necessary infrastructure. Outline application with some matters reserved.

5. CONSULTATION RESPONSE

- 5.1. Two pre-application meetings were held with planning officers prior to submission of this application. The applicant was advised as to principle of development following the previous appeal decision, the form and scale of the development design, ecological requirements, and neighbour amenity issues.
- 5.2. The scheme was presented to the Haringey Quality Review Panel (QRP) for a full panel formal review on the 9th of November 2016. The Panel were generally supportive of the proposal. The panel raised concerns about the density of the originally proposed scheme and suggested a starting point of four pavilion blocks instead of five. It was considered that this would resolve a number of other concerns regarding space, light, privacy and neighbour relationships. The design team was encouraged to more creatively exploit the natural landscape and identify critical tree locations to then improve the public / nature spaces and general relationship.
- 5.3. The scheme was subsequently amended and again presented to the QRP on the 26th of April 2017 who, again, were supportive of the revised proposal whilst noting that the construction within the site context will present a number of challenges and highlighting some comments about the landscape, public realm, and management issues.
- 5.4. The minutes of both of these meetings are set out in Appendix Four.
- 5.5. The following were consulted regarding the application and their responses are noted below (full responses are contained in Appendix Two):

Internal:

- 1) Transportation: No objections subject to section 106 obligations and conditions to mitigate the construction related damage to Plevna Crescent and prevention of harm to the levels highway safety and parking stress.
- 2) Housing enabling: The enabling team supports this scheme in terms of the proportion of affordable housing delivered, as outlined above and will have continuous engagement with applicant to ensure the Council aims and objectives are met. S106 required regarding affordable housing.
- 3) Carbon Management: No objections subject to standard conditions to achieve policy compliance.
- 4) Design: No objections as supports design and use of materials
- 5) Drainage: Acceptable in principle but subject to condition requesting for approval on final detailing.
- 6) Waste Management: Waste storage and collection is considered acceptable if the guidance is followed and the management of the waste is carried out as stated within the application.

- 7) Pollution: Initial objection overcome following provision of a detailed Air Quality assessment. The borough of Haringey is designated an AQMA area and the site is located within a TfL NO2 hotspot/focus area. The main air polluting operations associated with the proposed development include 29 car parking spaces and associated traffic movements. With regard to Energy use, a 40kW gas fired CHP is to be installed, the flue for which will be <33m in height. A total of 130 cycle spaces are proposed. An air quality assessment (Waterman, September 2017, ref: WIE13617-100-1-1-1) has been submitted. The assessment concludes that there will be no exceedances of the Government's NO2, PM10 and PM2.5 objective once the development is completed and occupied.
Conditions are recommended for combustion and energy plant, contaminated land, and the management and control of dust.
- 8) Building control: No objection subject to the London Fire Brigade being satisfied with the proposal.
- 9) Noise: No objection made in principle to this application; however, as the proposed residential development falls in close proximity to the Liverpool Street to Enfield Town and the Gospel Oak to Barking Railways the stated internal noise levels and standard condition shall apply.
- 10) Ecology: No objections in principle but suggest a number of conditions which allow Council to agree plans for the ecological area.
- 11) Trees: No objection on the condition that all the tree protection measures are installed in accordance the AIA and TPP and all works within the RPA's are supervised and monitored by the Arboricultural consultant. The AIA & TPP specify all the necessary measures to be implemented to ensure the trees are protected throughout the demolition and construction process

External:

- 12) Thames Water: No objection subject to standard conditions on waste water, surface water, piling, ground water discharge, and water takes.
- 13) Network Rail: No objection provided there is no disturbance to Network Rail land during construction and the operation of this development.
- 14) Natural England: Standing Advice on protected species should be applied.
- 15) Friends of the Earth Tottenham and Wood Green Group: Consider that SINCs should not be developed as a matter of principle. However, acknowledge this is now beyond Haringey's control. Support the application subject to conditions and s106 agreement on external lighting that minimises disturbance to bats, covering the energy strategy with CHP and PV panels, transport initiatives, and biodiversity controls.
- 16) London Overground: No comments.

- 17) Transport for London: No objection.
- 18) London Fire Brigade: Amended scheme meets B5 of Approved Document B Volume 2 relating to access and Brigade are satisfied with the proposal.
- 19) Designing Out Crime: The architects working on behalf of the developer have reviewed their original design and shown an understanding of the vulnerabilities the site faces. They have indicated that they are willing to use security enhanced products and to mitigate the risks where possible as well as looking to achieve SBD on this scheme, in line with Local Planning Policy. Subject to Secured by Design condition.
- 20) Environment Agency: Object to the proposed development because it eliminates the possibility of reversing the substantial loss of watercourse habitat due to the existing culvert. (Officer Comment: further information has subsequently been provided to the Environment Agency and will form an addendum prior to the Committee meeting).

6. LOCAL REPRESENTATIONS

6.1. The following were consulted:

- 255 Neighbouring properties
- 0 Residents Association
- 5 site notices were erected close to the site

6.2. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 8

- Objecting: 4
- Supporting: 4
- Others:

6.3. The following local groups/societies made representations:

- None

6.4. The following Councillor made representations:

- None

6.5. The issues raised in representations that are material to the determination of the application are set out in Appendix Two and summarised as follows:

- Scheme provides much needed housing and affordable housing this area needs desperately
- Has been well designed to fit in with the area
- Good use of the neglected site which is currently an eye sore for Tottenham
- Really like landscape design

- Too much noise generated by extra residents and traffic
- Flora and fauna will be destroyed and the ecosystems of wildlife disrupted
- Car parking problem
- Pollution (air, noise and light)
- Support opening times for schools to visit the ecological part of the site
- Fly-tipping to get worse

6.6. The following issues raised are not material planning considerations:

- Existing anti-social behaviours are likely to be exacerbated (Officer Comment: Anti-social behaviour is unfortunately a civil concern. This scheme is required to be designed in accordance with Secure by Design principles.)
- Loss of close knitted community (Officer Comment: The proposal does not propose the loss of existing community assets.)
- Concern over name of the new access road as existing problem with people giving false addresses (Officer Comment: Street naming and numbering is addressed by Land Charges and not material to this assessment.)

7. MATERIAL PLANNING CONSIDERATIONS

7.1. The main planning issues raised by the proposed development are:

1. Principle of the development
2. Dwelling mix and affordable housing
3. Design and density
4. Living conditions for future occupants
5. The impact on the amenity of adjoining occupiers
6. Parking and highway safety
7. Trees and ecology
8. Flood risk and drainage
9. Air pollution and land contamination
10. Sustainability

Principle of the development

7.2. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Planning permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Housing provision

7.3. The NPPF, London Plan Policy 3.3, Local Plan Policies SP1 and SP2 and Development Management, Development Plan Document Policy DM10 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by planning policies as the units would augment the housing stock in the area through windfall

development of although is subject to a consideration the details of the proposal.

Development on SINC

- 7.4. Policy SP13 of the Local Plan states that the Council will not permit development on Sites of Importance for Nature Conservation unless there are exceptional circumstances and where the importance of any development coming forward outweighs the nature conservation value of the site. Policy DM19 of the Development Management DPD outlines that development proposals on such a SINC should protect and enhance the nature conservation value of the site.
- 7.5. An outline planning application (all matters reserved apart from access) for a residential development on Ermine Road and Plevna Crescent was refused planning permission in 2014 – LBH reference HGY/2013/2377. The applicants subsequently lodged an appeal with the Planning Inspectorate (PINs reference APP/Y5420/A/14/2218892) against the council's decision to refuse planning permission. Following a public inquiry, PINs issued a 'split' decision, upholding (allowing) the appeal for part of the development on Plevna Crescent to provide up to 42 residential units and dismissing (refusing) part of the development on Ermine Road for up to 53 dwellings.
- 7.6. The appeal decision considered that residential development on the site could be acceptable subject to its effect on the ecology of the site and that provided the proposal protects and/or enhances the SINC it would not conflict with Local Plan Policy SP13. As with the appeal proposal, the land outside of the proposed developed area will be retained as an ecological area. A section 106 legal agreement is proposed (as per the appeal decision) to transfer the area to an educational trust or other appropriate trust and it is intended that the scheme will meet the management costs of the ecological land and associated restoration works required. The appeal decision concluded that due to these works the proposal would enhance the biodiversity of the site and SINC overall and, therefore, the principle of a residential development on the Plevna Crescent site is considered acceptable. Again, this is subject to a consideration the details of the proposal.

Summary

- 7.7. As such, it is considered that the application is acceptable in principle as a result of the enhancements made to the biodiversity of the site and the SINC overall and the windfall housing provision. This is discussed in detail below.

Dwelling mix and affordable housing

Dwelling mix

- 7.8. London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing

roles of different sectors, including the private rented sector. Local Plan Policy SP2 and Policy DM11 of the Development Management DPD continue this approach.

- 7.9. The private and affordable housing dwelling mix for all residential development proposals in the borough should seek to achieve mixed, sustainable and cohesive communities. Each individual scheme should be considered in its local context, availability of subsidy and viability. The scheme proposes the following mix:

No. of bedrooms	No. of units	% of units
Studio units	2	3%
1 bed units	18	25%
2 bed units	34	47%
3 bed units	14	20%
4 bed units	4	5%

- 7.10. The proposed dwelling mix provides a larger proportion of 1 and 2 bedroom units, but is considered to incorporate an acceptable percentage of family units (3 and 4 bedroom flats) which are of demand in this part of the borough. The acceptability of the unit mix is also in consideration of the high PTAL rating and subsequent public transport accessibility of the location, which is generally more suited for smaller units where car ownership and use is lower. The Council's Housing Enabling Officer has reviewed the unit mix and does not object to the proposal. In this instance, the proposed housing mix is considered acceptable and in accordance with the above policies.

Affordable housing

- 7.11. The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (Paragraph 50).
- 7.12. Similarly, the London Plan Policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".
- 7.13. Development Management DPD Policy DM13 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall

borough-wide target of 40%. This target is retained in Policy SP2 of the 2017 altered Local Plan.

- 7.14. The applicants have submitted a financial viability appraisal which concludes that 14% affordable housing (expressed as a percentage of habitable rooms) is viable. The viability appraisal was accompanied by a cost plan. The Council instructed a third party consultant (BNP Paribas) to review the applicant's submitted viability documentation and cost plan. The Council's third party consultant concluded that actually 20.55% affordable housing (6 shared ownership units and 5 affordable rent units) could viably be provided onsite.
- 7.15. Following this assessment, the applicants prepared a response to the review made of their financial viability appraisal, namely to introduce the carbon off-setting contribution and discuss some of the amendments proposed by Council's third party consultant. This response was subsequently reviewed by Council's third party consultant and accepted that in light of the carbon off-setting contribution the viable affordable housing provision can drop to 18.18% (6 shared ownership units and 4 affordable rent units).
- 7.16. Further to the viability reports, it has been negotiated that the developer is willing to provide an increased contribution of 20% affordable housing (six shared ownership units (2 x 1 bed and 4 x 2 bed units), five affordable rent units (2 x 2 bed, 2 x 3 bed and 1 x 4 bed units), and a total of 35 habitable rooms) through a reduction in profit. This is welcomed by officers.
- 7.17. The Council's third party viability consultant has recommended an 18-month review mechanism be included in the planning obligations agreement to allow for a review of viability matters in the event the consent is not implemented 18 months following the issue of decision. The applicant has agreed to such a mechanism, and it is included in the S106 Heads of Terms and will be finalised by the Head of Development Management should the Sub-Committee grant planning permission for the development. This approach is in line with the Mayor's Housing SPD 2017. A review at the point of 75% sale/rent of the private units is also recommended in accordance with the Mayor's Affordable Housing and Viability SPD.
- 7.18. On this basis, the affordable housing offered by the applicant is above what may be viability delivered on the site. The offer of affordable housing is acceptable in this case given the viability constraints identified. Given the findings of the third party consultant, which have been shared with the applicant, and the developer's further proposal, Officers consider the affordable housing provision of 20% (expressed by habitable rooms) with three family sized units to be acceptable and policy compliant.

Summary

- 7.19. As such, it is considered that the application is acceptable in terms of the proposed provision of housing in terms of unit mix and contribution to the borough's affordable housing.

Design and density

- 7.20. Development Management DPD Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6.
- 7.21. The proposal includes the construction of four buildings connected by a ground floor plinth area for circulation, surveillance and enabling views over the ecological area of the site, and sub-basement for parking and additional facilities/storage.
- 7.22. The Council's independent design review body, the Quality Review Panel (QRP) reviewed these proposals twice, on 9th November 2016 and 26th April this year (details in Appendix Four). The Panel praised the designs at the most recent review. Their comments and analysis are supported by Council's Design Officer and it is considered that they covered all the design concerns relevant to this application assessment. Specifically, the Panel noted that the proposal would "optimise the development potential of the site, take advantage of the site's unique qualities" and be a "potentially award winning residential scheme". The panel "supports the scale, massing, residential typology and architectural expression proposed", considering the bulk and massing of the four pavilions mitigated by the changing site levels and spaces between them.
- 7.23. The applicants' Daylight and Sunlight Report has been reviewed and it is considered that they have used the correct methods, following the BRE Guide as recommended in Policy DM1 of the Development Management DPD. The report finds that all the living rooms facing within 90° of due south and all external amenity areas in the proposal receive at least the recommended sunlight levels. Their report does find that 9 out of 246 applicable rooms in the development don't quite meet the BRE standard. These rooms are all kitchens; while they fail to meet the 2% ADF standard but do all exceed the 1% required of bedrooms. Overall, this is considered a very good performance by the standards considered acceptable in urban locations such as Haringey.
- 7.24. The materials palette is considered "bold and striking" with stone gabion ground floor and retaining walls and timber shingle walls above, grey powder coated aluminium windows, soffits, trims, parapets and balcony balustrades, and a green sedum roof. The use of these materials is considered entirely appropriate within this "non-urban" parkland/nature reserve setting, and are

considered to physically distinguish and mark out its separateness from the urban surrounding areas. The Panel “warmly support the proposed architectural expression and palette of materials” and “applaud the simplicity and purity of design”. The Panel considers “the creation of a solid gabion base with cedar shingle-clad volumes on top will contribute to the unique setting of the scheme, and should also help to reduce the perception of scale of the pavilions”.

- 7.25. The proposed materials, particularly the timber shingles, stone gabions and powder coated aluminium, are considered durable and reliable as detailed in this proposal. The scheme has been designed to control water run-off to keep it away from the shingles, and these are also lifted well clear of the ground. The shingles will rapidly, and relatively evenly, mellow in colour from red-brown to silver-grey and it is likely that, if well detailed and installed, they will be durable for a considerable life. Timber shingles are widely used in other parts of the world, especially Scandinavia and North America, and are considered a particularly good sustainable, natural building material. Council will require the approval of material samples by condition and shall include approving large scale details of key building junctions. To protect the quality of this development a condition is to be recommended which will ensure the retention of the present architect on the scheme.
- 7.26. The development has been influenced by ‘Secured by Design’ principles in accordance with Development Management, DPD Policy DM2 and would have a high degree of natural surveillance and ground floor level activity which contributes to a safe and secure place. The relevant formal accreditation will be secured by condition in the event of grant of planning permission.
- 7.27. London Plan Policy 3.4 indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan density matrix mechanistically – its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design, and transport capacity are particularly important, as well as social infrastructure. This approach to density is reflected in adopted policy.
- 7.28. The density of the proposed scheme is 632 habitable rooms per hectare (hr/ha), which is within the 200-700 hr/ha range set out in the London Plan Density Matrix (Table 3.2) within the London Plan. The proposal will yield 174 units per hectare (u/ha) which is also within the Density Matrix range of 55-225 u/ha for an urban site. The scheme yields an average of 3.6 habitable rooms per unit (hr/u).
- 7.29. It is noted that the size of the development area only has been used for the purpose of these calculations as the wider site (including ecological area) is not enabled for development and, therefore, not applicable when determining the density of this proposal.

- 7.30. The site is located in an accessible location (PTAL 5-6) with high levels of access to public transport. The proposed development would provide each unit with a high quality amenity space, and the site is generally well served by landscaped spaces. The residential units would provide a good internal living environment for future occupants (as assessed in the sections below). On balance, the proposed density is considered to optimise the site potential is therefore acceptable.

Summary

- 7.31. As such, it is considered that proposal would result in a high quality scheme of an excellent and bespoke modern design that would respect the appearance of this ecological area and the visual amenity of the area generally.

Living conditions for future occupants

- 7.32. London Plan Policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan SP2 and Policy DM12 of the Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

Unit layout

- 7.33. Each of the proposed 72 self-contained flats, ranging from studio unit through to four bed eight person duplex, meet the required floor areas set out by the Mayor's Housing SPG. In many cases the identified thresholds have been comfortably exceeded.
- 7.34. Private amenity space would be provided for each unit in the form of external balconies or terraces. Additional amenity space is provided between the proposed buildings through the use of landscaping and levels created within the site topography. The ecological areas of the site are not to be used as additional amenity space for occupants in order to allow the biodiversity and ecological features to be restored and to ensure anti-social behaviour is not enabled.
- 7.35. Each unit will be dual aspect providing high quality outlook as well as allowing maximum levels of sun and daylight to permeate into habitable rooms.
- 7.36. The London Fire Brigade have reviewed this scheme and raised concerns regarding compliance with Building Regulation B5 which pertains access. The applicant subsequently provided an Outline Fire Strategy prepared by International Fire Consultants Ltd and dated September 2017 and this has been reviewed and the proposal is, therefore, now considered acceptable by the Brigade.

Inclusive access

- 7.37. Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users
- 7.38. The proposed development provides 10% wheelchair units as required in planning policy. The layouts of most units are judged to be capable of future adaptation in line with design considerations outlined in the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Noise impacts to future occupants

- 7.39. London Plan Policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. Policy 7.15 also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF and Policy DM1 of Development Management DPD.
- 7.40. The applicant has submitted an Environmental Noise Survey and Noise Impact Assessment report, as well as a Train Induced Noise and Vibration Assessment Report both by Hann Tucker Associates and dated May and March 2017 respectively. These reports have been reviewed by Council's Noise Officer who considers that there is no objection in principle to this application. The noise report states that with specified glazing and ventilators installed within the proposed residential units (with the windows closed) will achieve internal noise levels in accordance with BS8233:2014. The result of the vibration assessment indicates that the train induced vibration is below the Low probability of adverse comment as defined under BS6472:2008. The predicted levels of re-radiated noise are below the suggested criteria and should therefore be deemed acceptable. However, as the proposed residential development falls in close proximity to the Liverpool Street to Enfield Town and the Gospel Oak to Barking Railways so conditions regarding the stated internal noise levels, noise events, and sound insulation are recommended to ensure this development remains policy compliant.

Open space/child play space

- 7.41. Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the Mayor's Play and Informal Recreation SPG 2012, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children's informal or formal play space.
- 7.42. Based on the Mayor's playspace calculator, over 15 children are predicted to live in the development, of which approximately 40% would be under the age of 5. It is appreciated that this is subject to the exact breakdown of affordable

housing unit sizes which is yet to be determined. Implementation Point 1 of the 'Shaping Neighbourhood: Play and Informal Recreation SPG (2012)' indicates that new housing developments that will accommodate 10 children or more are expected to make provision for play and informal recreation onsite. This proposal includes the provision of one formal playspace on the western side of the site, by the pedestrian entrance, and two informal spaces or doorstep play areas between buildings A and B, and C and D. It is considered that these play spaces meet the requirements of the above policies and meet the play needs of future occupants.

Summary

- 7.43. As such, it is considered that the application is acceptable in terms of its layout and provision of adequate living conditions for the proposed occupants.

The impact on the amenity of adjoining occupiers

- 7.44. The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Development Management DPD Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.

Impact on Daylight/Sunlight, outlook and privacy

- 7.45. The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particular in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas without carefully considering the location and context, and standards experienced in broadly comparable housing typologies in London.
- 7.46. The four buildings proposed are either five storey (Building A and D) or six storey (Building B and C). Each building has been orientated and positioned to maintain acceptable distances between windows servicing habitable rooms and also rear gardens of Plevna Crescent properties. The applicant has illustrated that the proposed buildings will be between 30m and 43m from the closest Plevna Crescent properties at a direct angle. It is noted that there are large mature trees providing some visual screening between Plevna Crescent and the proposed development, although it is appreciated that these are deciduous species which mean the development will appear much closer during winter months. The QRP considered this relationship to be acceptable and did not consider that it would be overbearing for Plevna Crescent residents. The separation distance and presence of protected trees are factors which mean there are no privacy impacts anticipated.

- 7.47. The Daylight and Sunlight Report prepared by Waldrams and dated 23/05/17 analysed the impact of the proposed development on 30 – 58 Plevna Crescent (even numbers), 85 Plevna Crescent, and 133 Plevna Crescent due to their proximity to the scheme. The report demonstrates that all windows which face the proposed development face within 90 degrees of due north and so do not require analysis for sunlight as per the BRE Guidelines. With regards to daylight, the report has identified that there are a number of windows serving habitable rooms which will experience reductions in Vertical Sky Component (VSC) beyond the 20% reduction recommend in the BRE Guidelines. The report notes that there will either still be more than 27% VSC (and therefore compliant in absolute terms) or there are existing canopies which influence the levels of VSC restriction. The report concludes that Plevna Crescent properties will be compliant with the BRE Guidelines for daylight and sunlight with the proposed development in place.
- 7.48. Discussion on the levels of daylight and sunlight for future occupants within the subject development is outlined above in the ‘Design and density’ section.
- 7.49. As such, it is considered that the amenity of neighbouring properties would not be adversely affected in terms of a loss of sun/daylight, outlook or privacy.

Noise and disturbance

- 7.50. The introduction of 72 new residential units will give rise to additional noise and comings and goings. However, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings or flats in an urban location and therefore acceptable in planning terms.
- 7.51. The impacts of construction noise are temporary and are proposed to be controlled by condition. The applicant has provided a draft Construction Logistics Plan and a draft Construction Management Plan; a condition is recommended on any grant of planning permission requiring the provision of revised plans (to meet additional transport requirements as discussed below) and implementation of the development in accordance with these plans. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority.

Summary

- 7.52. The impacts of the scheme to adjoining occupiers are acceptable. The applicant’s assessment indicates the daylight and sunlight impacts to adjoining properties are satisfactory given the application of BRE criteria. Given the proposed position, the privacy and noise impacts to properties on Plevna Crescent are judged acceptable.

Parking and highway safety

- 7.53. Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and

transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by Development Management DPD Policies DM31 and DM32.

- 7.54. London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.
- 7.55. The subject site is accessed via Plevna Crescent, which is semi-circular carriageway and has two access points onto St Ann's Road. Plevna Crescent is an unadopted residential road and is managed by Homes for Haringey (Council's Land and Property Service). As this road is not under the control of the Highways Authority, any access via this road is subject to third party agreement between Homes for Haringey and the developer.
- 7.56. The proposed development is located in an area with a high public transport accessibility level, with a PTAL of between 5-6. It is within walking distance of Seven Sisters underground and overground rail station, South Tottenham over ground rail station and the Tottenham High Road and St Ann's Road bus corridor.
- 7.57. The applicant is proposing to develop the site to provide 72 residential units comprising (18 x 1 bed, 34 x 2 bed, 14 x 3 bed and 4 x 4 bed units) with 29 car parking spaces and 128 long stay and 2 short stay secure cycle parking spaces.
- 7.58. The applicant's transport consultant has produced a transport assessment in support of the application; based on sites from the TRICS trip forecast database where multi-modal trip data was extracted for privately owned flats in Greater London. Based on the data extracted, the proposed development of 72 residential units will generate a total of 7 in/out trips during the AM peak hour and 5 in/out trips during the PM peak periods. It is considered that these trip rates for the site are low. However, as the scheme proposes to provide 0.4 car parking space per unit this means 60% of the proposed units will not have access to a car parking space. It is therefore considered that the majority of the trips generated by the proposed development will be by sustainable modes of transport.
- 7.59. The applicant has included parking surveys, conducted in line with the Lambeth Methodology, which include the following roads located within 200 metres of the site (Chisley Road, Eastbourne Road, Frinton Road, Howard Road, Thorpe Road, Langford Close, Latimer Road, Plevna Crescent and St Ann's Road). The surveys were conducted on Wednesday 8th of March and Thursday the 9th the March 2017 between the hours of 0:00 and 05:00. The results of the car parking surveys concluded that all the roads within the surveyed area, with the exception of Plevna Crescent, had parking pressure of 85% and were suffering from high car parking pressures. As a result, it is

considered suitable that the development is dedicated as a car-capped development in line with policy requirements.

- 7.60. Therefore, this development proposal will be dedicated as a car-capped development meaning the Council will prohibit the issuing of car parking permits to any future occupiers of the residential development in any current or future control parking zone. Residents will only be eligible for visitors parking permits. In addition, the applicant will be required to contribute a sum of twenty £25,000 (twenty five thousand pounds) towards the design and consultation of control car parking zone in and around the site.
- 7.61. It is considered that the car parking and cycle parking spaces proposed are in line with the London Plan and Development Management DPD. The car parking provision is further supported by the 2011 Census Data which concluded that 50.4% of household in the Output Area do not have a car or van. The proposed car parking spaces must include provision for electric charging facility in line with the London Plan, 20% active and 20% passive provision for future conversion. The cycle parking spaces must be designed and implemented in line with the 2016 London Cycle Design standard details of which must be provided before development commences onsite.
- 7.62. The site is accessed via two existing access points from Plevna Crescent; one vehicular/pedestrian and one pedestrian only. Both access points will require upgrading; including traffic calming to the vehicular access and pedestrianisation of the pedestrian and cycle access. The applicant has not provided any details on these improvements required. In addition, the construction of the vehicular access to the site will result in the removal of two resident car parking spaces. As the car parking survey has demonstrated that Plevna Crescent is not heavily parked and it may be possible to replace the car parking bays. The applicant will be required to enter into a third party agreement with the Council's Land and property team to secure the improvements required to facilitate the development. The applicant will be required to provide a detailed highways scheme for both access points before development commences onsite and the scheme must be implemented before the development in occupied.
- 7.63. The applicant has submitted a draft Construction Management Plan with the application. This plan indicates that construction vehicles will use the entire length of Plevna Crescent; however, the proposed route will need amending as no justification has been provided for running construction vehicles along the entire length Plevna Crescent which is a narrow crescent road. To do so would have significant impact on residents and parking, and would encourage queuing of construction vehicles on Plevna Crescent. The applicant's appointed contractor will be required to develop a revised Construction Management Plan in consultation with Homes for Haringey and the Council's Highways Team to ensure that the impacts generated by construction traffic on residents and the structure/surface of the carriage way of Plevna Crescent are mitigated. Before any development commences on site the applicant will be required to conduct an existing condition survey and provide detail of the

construction methodology, including logistics, to reduce the impact of the development on residents of Plevna Crescent.

- 7.64. The developer has provided a service and delivery plan prepared by Paul Mews Associates and dated June 2017 which has been produced in line with the refuse collection company guidelines and includes parcel delivery aspects. This plan ensures that refuse collection vehicles are able to enter and exit the property in first gear and mitigate and highways disruption. The plan also demonstrates that delivery cards and vans are able to use the turning bay onsite without increasing parking pressures or creating highway issues.
- 7.65. The Council's transportation planning and highways authority has considered the parking and highway impact matters in detail and do not object subject to the standard conditions and section 106 legal agreement obligations on a residential travel plan, TMO amendment, CPZ design and consultation, third party agreement, revised CMP and CLP, parking management, cycle parking design, electric charging facilities, and street naming and numbering.
- 7.66. There, there are no objections to the proposed development in parking and highway terms.

Waste and recycling

- 7.67. London Plan Policy 5.17, Local Plan Policy SP6 and, Development Management DPD Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.
- 7.68. The applicant is proposing to provide refuse and recycling storage in two locations within the sub-basement for Buildings B, C and D with Building A storing their waste within a separate facility by the pedestrian entrance. It is proposed that waste from Building A will be collected from the front of the property from Plevna Crescent while the sub-basement will be moved to a central refuse collection point in front of Building C on collection day. It is suggested that a bin-tug system will be in place at the site to facilitate this.
- 7.69. The Council's Waste Management Officer have advised that there are no objections to the residential waste and recycling proposed provided there is adequate provision (12 x 1,100L Euro bins for refuse, 7 x 1,100L Euro bins for recycling, 5 x 140L food waste bins, and 72 x food waste kitchen caddies) and that appropriate management of the collection either onsite or at the front of the property from Plevna Crescent. The Council's Transportation Officer also has no objection; however, all the bins must be located no more than 10 metres at the furthest point from the rear of the refuse collection vehicle.
- 7.70. It is recommended that a condition be attached to any grant of planning permission to ensure further details for the storage and collection of refuse from the premises are provided and approved by Council to meet the policy requirements.

Trees and ecology

Trees

- 7.71. London Plan Policy 7.21, Local Plan Policy SP13, and Development Management DPD Policy DM1 seeks the protection, management and maintenance of existing trees and that planting of additional trees where appropriate.
- 7.72. The majority of trees on site are to be retained and appropriately protected. The trees identified for removal to facilitate the development are predominantly of low quality and amenity value. The proposed development will retain mature trees and protect them during the development process. It is proposed to plant up to 48 new trees to mitigate the loss of those above. These will be native species, which will greatly improve the local environment, by enhancing existing green links and increasing biodiversity in an ecologically important area.
- 7.73. The Council's Tree and Nature Conservation Manager has assessed the scheme and does not raise an objection. Subject to the imposition of conditions around relevant works recommended by the Tree and Nature Conservation Manager, the amenity impacts of the proposal with respect to the protection and improvement of landscape character are acceptable.

Ecology

- 7.74. Local Plan SP13 states that all development must protect and improve sites of biodiversity and nature conservation. London Plan Policy 7.19 and Development Management DPD Policy DM19 make clear that wherever possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 7.75. The subject site has been designated a Site of Importance for Nature Conservation (SINC) and is identified as 'Borough Grande II Importance'. The site is also part of an Ecological Corridor. The principle of developing part of this site has been discussed above and has been deemed acceptable as a result of the proposed enhancements to the ecology and biodiversity of the site which will contribute to the wider area.
- 7.76. This proposal includes the restoration of the woodland area to the front and the larger ecological area with wetland to the rear. An Educational Trust (or other appropriate trust) will be created with a management plan to implement the required restoration works and long term management. Council's consultant Ecological Officer has recommended that Council review the details of the trust creation and management and enhancement plans; however, this is not a feasible planning control. Costs associated with this area will be met by the developer, with an independent surveyor determining the appropriate costs annually, and a five yearly review mechanism is recommended. This ecological area will be transferred into the ownership of the Educational Trust (or other appropriate trust) and a section 106 legal agreement is recommended to address this.

- 7.77. The SINC has been reviewed in 2008 and then more recently in 2014. The 2008 survey found that as a whole the SINC provided an area of relatively undisturbed habitat and is an important corridor leading from the Lea Valley into the more built up parts of the borough. Haringey's Open Spaces and Biodiversity Study (2014) reviewed this SINC and acknowledged there has been some decline resulting from invasive plants and fly-tipping. Unfortunately, there were limitations to that survey as the surveyor did not have any access to the SINC and relied on the woodland habitat. It is recommended that a review be undertaken after 5 years of restoration works by the Educational Trust (or other appropriate trust) established. This review should be prepared by an independent third party surveyor and provided to Council.
- 7.78. Council's consultant Ecological Officer is supportive of the scheme and has recommended a number of features to enhance biodiversity of the development site. Pre-application advice has been followed and outlined within the landscape and ecological appraisals and enhancement plans prepared by Open Spaces and dated May and June 2017. Further details are requested regarding the integrated bat/bird boxes and exterior lighting and this is recommended by way of condition for any grant of planning permission.

Summary

- 7.79. As such, the application is considered to be acceptable in terms of biodiversity provision, subject to the appropriate conditions and section 106 legal agreement.

Flood risk and drainage

- 7.80. Local Plan Policy SP5 outlines that development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Development Management DPD Policies DM24 and DM25 and London Plan Policies 5.12 and 5.13 also call for measures to reduce and manage flood risk and incorporate SUDS. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SuDS scheme. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken.
- 7.81. The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from fluvial and coastal floods. The applicant has submitted a Flood Risk Assessment prepared by JNP Group and dated July 2017. The development has been designed to ensure that surface water runoff from the site shall not exceed the pre-development greenfield runoff rates.

- 7.82. Council's SuDS Officer and Drainage Engineer have assessed the scheme and provides no objection subject to the imposition of a condition requesting further information and details of the surface water drainage works. The condition shall request detailed design drawings, a plan showing the exceedance route of the overland flow of water should the site be overwhelmed, an appropriate maintenance regime for all works proposed, details of the back-up system should the underground car park pump system fail, and confirmation that Thames Water have agreed connection to their network.
- 7.83. Thames Water has raised no objections to the proposal in terms of either sewerage infrastructure capacity or water infrastructure capacity. However, any piling of foundations would need to be agreed with Thames Water and the Council in advance before commencement of such works. This matter can be secured by condition in the event of an approval.
- 7.84. As such, it is considered that the proposal is acceptable as it would not lead to an increase in local flood risk or any other water management issues.

Air pollution and land contamination

- 7.85. London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality and make provision to address local problems of air quality and promote sustainable design and construction. In order to minimise air pollution and protect air quality the following documents should also be considered: the Mayor's Sustainable Design and Construction SPG, TfL's Guidance on Delivery and Servicing Plans, and the Control of Dust and Emissions during Construction and Demolition SPG.
- 7.86. The borough of Haringey is designated an AQMA area and the site is located within a TfL NO2 hotspot/focus area. The borough of Haringey is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents.
- 7.87. The main air polluting operations associated with the proposed development include 29 car parking spaces and associated traffic movements. With regard to Energy use, a 40kW gas fired CHP is to be installed, the flue for which will be <33m in height. A total of 130 cycle spaces are proposed.
- 7.88. An air quality assessment prepared by Waterman and dated September 2017 has been submitted. The assessment concludes that there will be no exceedances of the Government's objective for NO2, PM10 and PM2.5 once the development is completed and occupied. The London Plan Policy 7.14 states that new development should:
- be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMA's)).
 - Ensure that where provision needs to be made to reduce emission from a development, this is usually made on-site

The proposed development is therefore considered to meet the policy requirements for development within this designated AQMA area.

- 7.89. Development Management DPD Policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The Council's Pollution Officer recommends that land contamination matters can be dealt with by conditions requiring further investigation onsite, followed by appropriate remediation.
- 7.90. As such, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

Sustainability

- 7.91. The NPPF, London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan Policy SP4 and Development Management DPD Policy DM21 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35% carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40% target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2016).
- 7.92. The applicant has produced an Energy and Sustainability Strategy prepared by Method and dated May 2017, a Preliminary Thermal Comfort Analysis prepared by Method and dated May 2017, and also a technical statement (dated August 2017) on overheating in response to consultation comments received. These documents provided outline the application of the energy hierarchy and cooling hierarchy while showcasing the sustainable features proposed for this development and assessing the predicted carbon dioxide emissions of the development. This is in addition to the employment of sustainable construction practices.
- 7.93. The application development proposes to incorporate improved energy efficient standards in key elements of the build and delivers a 56.83% improvement beyond Building Regulations 2013. Key elements considered most suitable include: energy efficient measures to upgrade the thermal envelope of the building; incorporating a communal heating system powered by CHP with back-up gas boilers; and use of photovoltaics. Green roofs are also proposed for the buildings and further details are required in respect of the make-up of these roofs by way of a condition if planning approval is granted.
- 7.94. The London Plan currently requires a zero carbon target to be achieved and as such a carbon offsetting financial contribution is proposed of £109,836 in lieu of an additional reduction which cannot be reasonably achieved onsite.

- 7.95. The Council's Carbon Management team has commented on the application and has raised no objections, recommending a suite of conditions as per the comments above to ensure that relevant aspects of the scheme are monitored, requiring the provision of more detailed information, or requiring financial contributions, as appropriate.

Conclusion

- 7.96. The proposed development develops this underutilised site through ecological enhancement and windfall housing. The proposed built form is high quality and contemporary in design whilst providing excellent housing and viable affordable housing in line with policy requirements.
- 7.97. All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

8. CIL

- 8.1. Based on the information given on the plans, the Mayoral CIL charge will be £283,811.85 ($6,390 \text{ m}^2 \times £35 \times 1.269$) and the Haringey CIL charge will be £104,284.80 ($6,390 \text{ m}^2 \times £15 \times 1.088$). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

9. RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Section 106 Heads of Terms:

- 1) Affordable Housing – **20% (six intermediate shared ownership units, five affordable rent units, and a total of 35 habitable rooms)**. The nominated units are to be agreed between the RP and Council.
- 2) Viability review mechanism should the proposal not be implemented within **18 months** of the date of decision.
- 3) Viability review mechanism at the point of sale/rent of 75% of the private market units.
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street residential parking permits within any current or future Controlled Parking

Zone (CPZ) to future occupiers of the land. The developer must contribute a sum of **£2000 (two thousand pounds)** towards the amendment of the TMO.

- 5) A residential travel plan need to include the following measures to be included in order to maximise the use of public transport:
 - a. The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives.
 - b. Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.
 - c. Establishment or operate a car club scheme, which includes two years' free membership for all new residents and **£50.00 (fifty pounds in credit)** per year for the first 2 years.
 - d. Erection of Travel Information Terminals at strategic points within the development.
 - e. The developers are required to pay a sum of, **£3,000 (three thousand pounds)** per travel plan for monitoring of the travel plan initiatives.
- 6) Developer financial contribution of **£25,000 (twenty-five thousand pounds)** towards CPZ design and consultation for the roads to the south of the site which are currently suffering from high car parking pressures.
- 7) Participation in the Jobs for Haringey Initiative to provide:
 - f. Not less than 20% of the onsite workforce employed during the construction of the Development to comprise of the residents of the London Borough of Haringey;
 - g. That 20% of these local workforce shall undertake appropriate training;
 - h. To assist local suppliers and businesses to tender for works as appropriate;
 - i. To provide the Council with information to enable the effective implementation of the above;
 - j. All the above are to be followed unless practical considerations dictate otherwise
- 8) Developer financial contribution of **£109, 836 (one hundred and nine thousand, eight hundred and thirty six pounds)** toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.
- 9) Considerate Contractors Scheme
- 10) Transfer the ecological land to separate ownership of an Educational Trust or Other Appropriate Trust and enter into a Deed of Covenant with that Education Trust or Other Appropriate Trust in a form to be agreed and approved by the Council covenanting to meet any management costs, relating to the management of the ecological land, with such fees to be agreed on an annual basis to be determined by an independent surveyor and reviewed every 5 years. A SINC review will be carried out by an independent third party

to produce an evidence base for the grading of the improved space and provided to Council with the first 5 year review from above.

Applicant's drawing No.(s) Plans:

210_PLN_001 RevA, 210_PLN_010 RevA, 210_PLN_030 RevA,
210_PLN_031 RevA, 210_PLN_100 RevA, 210_PLN_101 RevA,
210_PLN_200 RevA - 210_PLN_206 RevA inclusive, 210_PLN_210 RevA,
210_PLN_220 RevA - 210_PLN_226 RevA inclusive, 210_PLN_230 RevA -
210_PLN_236 RevA inclusive, 210_PLN_240 RevA, 210_PLN_300 RevA -
210_PLN_303 RevA inclusive, 210_PLN_305 RevA, 210_PLN_306 RevA,
210_PLN_310 RevA, 210_PLN_311 RevA, 210_PLN_350 RevA,
210_PLN_351 RevA, 210_SCH_900_170620_Capacity Schedule

Supporting documents:

Construction Management Plan by Paul Mews Associates and dated June 2017, Delivery and Service Management Plan by Paul Mews Associates and dated June 2017, Design and Access Statement by Ayre Chamberlain Gaunt and dated 20.06.17, Energy and Sustainability Strategy by Method LLP and dated May 2017, Preliminary Thermal Comfort Analysis by Method LLP and dated May 2017, Briefing Note: Autumn 2013 Bat Surveys, Environmental Noise Survey and Noise Impact Assessment Report by Hann Tucker Associates and dated May 2017, Train Induced Noise and Vibration Assessment Report by Hann Tucker Associates and dated March 2017, Consultation Statement by The Chine Consultancy Advice Ltd and dated June 2017, Daylight and Sunlight Report by Waldrums and dated May 2017, Specification for Soft Landscape Works and Management Plan by Open Spaces and dated June 2017, Preliminary Ecological Appraisal by Open Spaces and dated June 2017, Strategy for Play by Open Spaces and dated May 2017, Arboricultural Impact Assessment by Open Spaces and dated May 2017, Landscape and Ecological Enhancements with associated drawings by Open Spaces and dated June 2017, Transport Statement by Paul Mew Associates and dated June 2017, Planning Statement by D. Rose Planning LLP and dated June 2017, Preliminary Ground Level Bat Roost Assessment of Trees and Bat Activity Surveys by Middlemarch Environmental and dated June 2017, Flood Risk Assessment Rev B by JNP Group and dated May 2017, Technical Note subject 'Overheating Strategy: Response to Planning Officer' by Method LLP and dated 18/08/17, Air Quality Assessment by Waterman Infrastructure and Environmental Ltd and dated September 2017, Outline Fire Safety Strategy by International Fire Consultants Ltd and dated September 2017, Cladding Supporting Statement prepared by Ayre Chamberlain Gaunt and dated 03/10/17

Appendix One: Recommended conditions and informatives

Conditions:

1) Standard timeframe 3 years

The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2) Approved drawings and supporting documents

The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Plans:

210_PLN_001 RevA, 210_PLN_010 RevA, 210_PLN_030 RevA,
210_PLN_031 RevA, 210_PLN_100 RevA, 210_PLN_101 RevA,
210_PLN_200 RevA - 210_PLN_206 RevA inclusive, 210_PLN_210 RevA,
210_PLN_220 RevA - 210_PLN_226 RevA inclusive, 210_PLN_230 RevA -
210_PLN_236 RevA inclusive, 210_PLN_240 RevA, 210_PLN_300 RevA -
210_PLN_303 RevA inclusive, 210_PLN_305 RevA, 210_PLN_306 RevA,
210_PLN_310 RevA, 210_PLN_311 RevA, 210_PLN_350 RevA,
210_PLN_351 RevA, 210_SCH_900_170620_Capacity Schedule

Supporting documents:

Construction Management Plan by Paul Mews Associates and dated June 2017, Delivery and Service Management Plan by Paul Mews Associates and dated June 2017, Design and Access Statement by Ayre Chamberlain Gaunt and dated 20.06.17, Energy and Sustainability Strategy by Method LLP and dated May 2017, Preliminary Thermal Comfort Analysis by Method LLP and dated May 2017, Briefing Note: Autumn 2013 Bat Surveys, Environmental Noise Survey and Noise Impact Assessment Report by Hann Tucker Associates and dated May 2017, Train Induced Noise and Vibration Assessment Report by Hann Tucker Associates and dated March 2017, Consultation Statement by The Chine Consultancy Advice Ltd and dated June 2017, Daylight and Sunlight Report by Waldrams and dated May 2017, Specification for Soft Landscape Works and Management Plan by Open Spaces and dated June 2017, Preliminary Ecological Appraisal by Open Spaces and dated June 2017, Strategy for Play by Open Spaces and dated May 2017, Arboricultural Impact Assessment by Open Spaces and dated May 2017, Landscape and Ecological Enhancements with associated drawings by Open Spaces and dated June 2017, Transport Statement by Paul Mew Associates and dated June 2017, Planning Statement by D. Rose Planning LLP and dated June 2017, Preliminary Ground Level Bat Roost Assessment

of Trees and Bat Activity Surveys by Middlemarch Environmental and dated June 2017, Flood Risk Assessment Rev B by JNP Group and dated May 2017, Technical Note subject 'Overheating Strategy: Response to Planning Officer' by Method LLP and dated 18/08/17, Air Quality Assessment by Waterman Infrastructure and Environmental Ltd and dated September 2017, Outline Fire Safety Strategy by International Fire Consultants Ltd and dated September 2017, Cladding Supporting Statement prepared by Ayre Chamberlain Gaunt and dated 03/10/17

Reason: In order to avoid doubt and in the interests of good planning.

3) Materials to be approved

Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include timber shingle panels, window frames, balcony balustrades, and a roofing material sample combined with a schedule of the exact product references and large scale details of key building junctions.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4) Revised CMP and CLP

The developer's appointed contractor will be required to develop a revised Construction Management Plan (CMP) and Construction Logistics Plan (CLP) in consultation with Homes for Haringey and the Council's Highways Team to ensure that the impacts generated by construction traffic on residents and the structure/surface of the carriage way are mitigated. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on A10 High Road, A503 Seven Sisters, St Ann's Road and Plevna Crescent is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. The developer must not commence works on site until the CMP has been approved any complementary works agreed as part of the CMP is implemented.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

5) Homes for Haringey access and highways improvement:

The Developer will be required to secure access by-way of agreement with Homes for Haringey (Councils Property service) and submit a scheme of highways improvement for the access to the site including pedestrianisation of the pedestrian access, improvement works, temporary to facilitate construction access and a scheme of improvements post construction including remedial works along the carriageway. Details of both scheme should be submitted and approved before development commences onsite and the agreed scheme must be implemented before the development is occupied.

Reason: To improve access to the site and enable the free flow of traffic along, Plevna Crescent and to safeguard the integrity of the public non-adopted highways and to ensure that the development has adequate access, in order to facilitate effective access to and from the development.

6) Site parking management plan

Prior to occupation of the development hereby approved, an onsite Parking Management Plan shall be submitted to and approved by Local Planning Authority. The agreed plan shall be implemented prior to first use of the approved car parking area and permanently maintained during its operation. The plan must include details on the allocation of parking spaces and management of onsite parking spaces in order to maximise use of public transport with parking to be allocated to family disable units and family units first.

Reason: To comply with the Policy DM32 of the Development Management, DPD.

7) Cycle parking design

Prior to the commencement of the development hereby approved, the exact type and arrangement of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the 2016 London Cycle Design Standards document should be followed. The approved details shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 of the London Plan.

8) Electric charging facilities

Prior to occupation of the development hereby approved, the proposed car parking spaces must include provision for electric charging facility in line with the London Plan; 20% active and 20% passive provision for future conversion.

Reason: To provide residential charging facilities for electric vehicles and to promote travel by sustainable modes of transport consistent with Policy 6.13 of the London Plan.

9) Waste Management

Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

10) Network Rail

Prior to the commencement of the development hereby approved, a Risk Assessment and Method Statement for excavations, foundations, piling, scaffold use, construction methods, and all other activity adjacent to Network Rail land, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail.

Reason: In order to ensure the safe operation of the railway and the protection of Network Rail's adjoining land.

11) Piling method statement

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The developer is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

12) Construction hours

The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before

0800 hours or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM1 of the Development Management DPD 2017.

13) Tree protection fencing and ground protection

No development shall start until tree protection fencing and ground protection is installed as indicated on the approved drawings and within the approved Tree Protection Plan and under the direct supervision of the Arboricultural consultant. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well-being of the trees on the site during constructional works that are to remain after building works are completed consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

14) Bat and bird boxes

No later than 3 months after construction works have completed, details of integrated bat and bird boxes, including attachment positions on any buildings, shall be submitted to and approved by the Local Planning Authority. Once installed these measures shall be maintained in perpetuity and, if necessary, replaced as approved.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity in accordance with Policies 5.3, 5.9, and 5.11 of the London Plan 2016 and Policies SP5 and SP13 of the Local Plan 2017.

15) Construction Environmental Management Plan

Prior to the commencement of the development hereby approved, details of a Construction Environmental Management Plan shall be submitted to and approved by the Local Planning Authority to avoid, minimise or mitigate any construction effects on the environment and surrounding community. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the designated SINC environment and to comply with Policy DM21 of the Development Management DPD 2017 and Policy 7.19 of the London Plan 2016.

16) Living roof details to be approved

No development shall commence until details of a scheme for a "vegetated" or "green" roof(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2016, Policies SP0, SP4 and SP11 of the Haringey Local Plan 2017, and Policy DM21 of the Development Management, DPD 2017.

17) External lighting

No external illumination shall take place other than in accordance with a detailed lighting scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved.

Reason: To ensure that any external lighting has regard to the visual amenity, biodiversity concerns of the area, Network Rail track safety and amenities of surrounding properties.

18) Drainage

No development shall commence until a scheme of surface water drainage works have been submitted to and approved in writing by the Local Planning Authority. Also to be included for review:

- Detailed design drawings;
- A plan showing the exceedance route of the overland flow of water should the site be overwhelmed;
- An appropriate maintenance regime for all works proposed;
- Details of the back-up system should the underground car park pump system fail;
- Confirmation that Thames Water have agreed connection to their network

The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017.

19) Combustion and Energy Plan

Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.

Reason: To protect local air quality

20)Chimneys

Prior to installation details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction.

Reason: To protect local air quality and ensure effective dispersal of emissions.

21)Contaminated land 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2016 and Policy DM23 of The Development Management DPD 2017.

22) Contaminated land 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Policy DM1 of The Development Management DPD 2017.

23) Non-road mobile machinery

No works shall commence on the site at the demolition (including ground preparation works) and construction phases until all plant and machinery to be used at each phase has been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

24) Non-road mobile machinery inventory

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

25) Secured by Design certification

The development hereby approved shall be designed to Secured by Design compliance. Prior to occupation, confirmation of the final certification shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets Police standards for the physical protection of the building and its occupants, and to comply with Policy SP11 of the Local Plan 2017 and Policy DM2 of the Development Management, DPD 2017.

26)Confirmation of achieving energy efficiency standards and carbon reduction targets

The development must deliver the energy efficiency standards (the Be Lean) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017.

The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 5.89% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority within at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The developer must allow for site access if required to verify measures have been installed.

It the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with Policy 5.2. of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

27)CHP and boiler facility

The development must deliver the heating infrastructure standards (the Be Clean) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017 (40 kW thermal output CHP unit is proposed, with 94.7% efficient gas boilers acting as a backup).

Details of the site CHP and back up boiler facility and associated infrastructure shall be submitted which will serve heat and hot water loads for all for all residential units and commercial units on the site.

This shall be submitted to and approved in writing by the Local Planning Authority months prior to any works commencing on site. The details shall include:

- a) location of the single energy centre which is sized for all required plant;

- b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room);
- c) flue arrangement;
- d) operation/management strategy;
- e) the route and connections from the energy centre into all the dwellings and the community centre;
- f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link); and
- g) evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Ban B. A CHP information form must be submitted.

The CHP and back up boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with Policy 5.7 of the London Plan 2016, SP4 of the Local Plan 2017, and Policy DM22 of the Development Management, DPD 2017.

28) Back-up boilers

That all gas boilers installed across the development have a minimum SEDBUK rating of 94%. The developer will demonstrate compliance by supplying installation specification post construction. Once installed they shall be operated and maintained as such thereafter.

Reason: To comply with Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

29) PV Solar Panels

The developer will install the renewable energy technology (PV Solar Panels) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017.

The developer will deliver no less than 310 m² of solar PV panels, generating 48 kWp, with 160no. 300W panels. The figure of 43.2 kWp is reduced from a peak output of 48 kWp due to the orientation of the panels, with south-facing panels achieving 96% efficiency, and north-facing panels achieving 82% efficiency. It is anticipated that 70% of the available roof area on south-facing

pitches is available for a 10 pitched PV array, and 75% of available roof area on north-facing pitches is available for horizontally-mounted panels.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

The Council should be notified if the developer alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.

The equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output must be submitted to the local authority within at least 6 months of completion on site for approval and the developer must allow for site access if required to verify delivery.

Reason: To comply with Policy 5.7. of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

30)Home Quality

The developer must deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.

In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with Policies 5.1, 5.2, 5.3 and 5.9 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

31)Overheating

Prior to the commencement of the development hereby approved, the developer will submit and have approved in writing by the Local Planning Authority an overheating model and report. The model will assess the

overheating risk (using future weather temperature projections), and report will demonstrate how the risks have been mitigated and removed through design solutions.

This report will include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive cooling and ventilation) to ensure adaptation to higher temperatures are addressed, and the units do not overheat. The report will include the following:

- the standard and the impact of the solar control glazing;
- that there is space for pipe work and that this is designed in to the building to allow the retrofitting of cooling and ventilation equipment;
- that all heating pipework is appropriately insulated;
- that passive cooling and ventilation features have been included; and
- highlight the mitigation strategies to overcome any overheating risk.

Air Conditioning will not be supported unless exceptional justification is given.

Once approved the development shall be constructed in accordance with the details so approved, be operational prior to the first occupation and shall be maintained as such thereafter. No change there from shall take place without the prior written consent of the Local Planning Authority.

REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

32) Accessible dwellings

All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and the London Plan 2016 Policy 3.8.

33) Wheelchair unit provision

At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2017 Policy SP2 and the London Plan Policy 3.8.

34)Central satellite dish

Notwithstanding the provisions of Class H or Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

35)Sound insulation

Prior to commencement details of sound insulation shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of future occupiers consistent with Policy 7.15 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017.

36)Retention of architect

The existing architects or other such architects as approved in writing by the Local Authority acting reasonably shall undertake the detailed design of the project.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with SP11 of the Local Plan 2017 and Policy DM1 of The Development Management DPD 2017

Informatives:

INFORMATIVE: This permission is governed by a section 106 legal agreement pertaining to the provision of affordable housing, preparation of a travel plan with associated financial contributions, financial contribution towards amendment of traffic management order, financial contribution towards creation of controlled parking zone, payment of carbon off-setting contribution, membership with Considerate Contractors Scheme, commitment to partake in the Haringey Employment Delivery Partnership, and the establishment of a financially supported Educational Trust (or other appropriate trust) to restore, preserve and manage the site's ecological area.

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: The developer is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £283,811.85 ($6,390 \text{ m}^2 \times £35 \times 1.269$) and the Haringey CIL charge will be £104,284.80 ($6,390 \text{ m}^2 \times £15 \times 1.088$). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index

INFORMATIVE: Party Wall Act: The developer's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: The new development will require numbering. The developer should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the developer should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on

0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

INFORMATIVE: Thames Water will aim to provide customers with a minum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.